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SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

25X1A

COUNTRY Hungary/USSR

DATE DISTR. 24 April 1952

SUBJECT The Railway Station at Záhony

NO. OF PAGES 2

PLACE
ACQUIRED [REDACTED]

REFERENCE COPY

NO. OF ENCLS.
(LISTED BELOW)3
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INFO. [REDACTED]

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SUPPLEMENT TO
REPORT NO.

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1. Záhony is the only railroad station where Hungary and the Soviet Union have a direct railroad connection. Záhony is a frontier and transfer yard of exceptional significance. The Hungarian MAV trains reach Záhony by standard gauge. From Záhony to Čop (Csap) the track is broad-gauge; therefore, Hungarian trains do not run to Čop (General situation of the railway station Záhony, see map No. 1).
2. Freight trains which enter Záhony are pushed into the transfer yard (rakodó csarnok). This lies about 500 meters from the Záhony station on the line to Čop. Two standard-gauge and two broad-gauge tracks lead into this transfer yard and on each a 100-axle train (50 standard boxcars) can be pushed in. All four of these tracks can be lowered for a length of three cars so that the load (as live animals, cars, etc.) can step or drive to the ground and so be brought over into the Soviet boxcars, which are being elevated again into railroad level. Other goods are transferred by means of cranes or elevators. Changes from standard into broad gauge are also handled in the transfer yard, when locomotives, boxcars, etc. have to run from Hungary to the Soviet Union, as in the case of reparations shipments of railway equipment. Changes are made on the III. and IV. tracks. Each car or locomotive to be turned over to the Soviets brings with itself the complete wheel equipment from the Hungarian factories. Arrived at Záhony the whole axle, complete with wheels, is changed as a unit to broad gauge. In this operation the cars and locomotives are lifted by cranes and the vehicle, with the newly attached broad-gauge axles, is lowered on to a turntable, which carries the vehicle onto the broad-gauge track. These changes are being directed by Russian specialists. Changing of a car takes about three hours, a locomotive about six-eight hours. Therefore, if cars or shipments come from the Soviet Union, where their reloading is too complicated, the Soviet cars get Hungarian axles to continue their run on the Hungarian railroad system to their destination. [REDACTED] four trains daily

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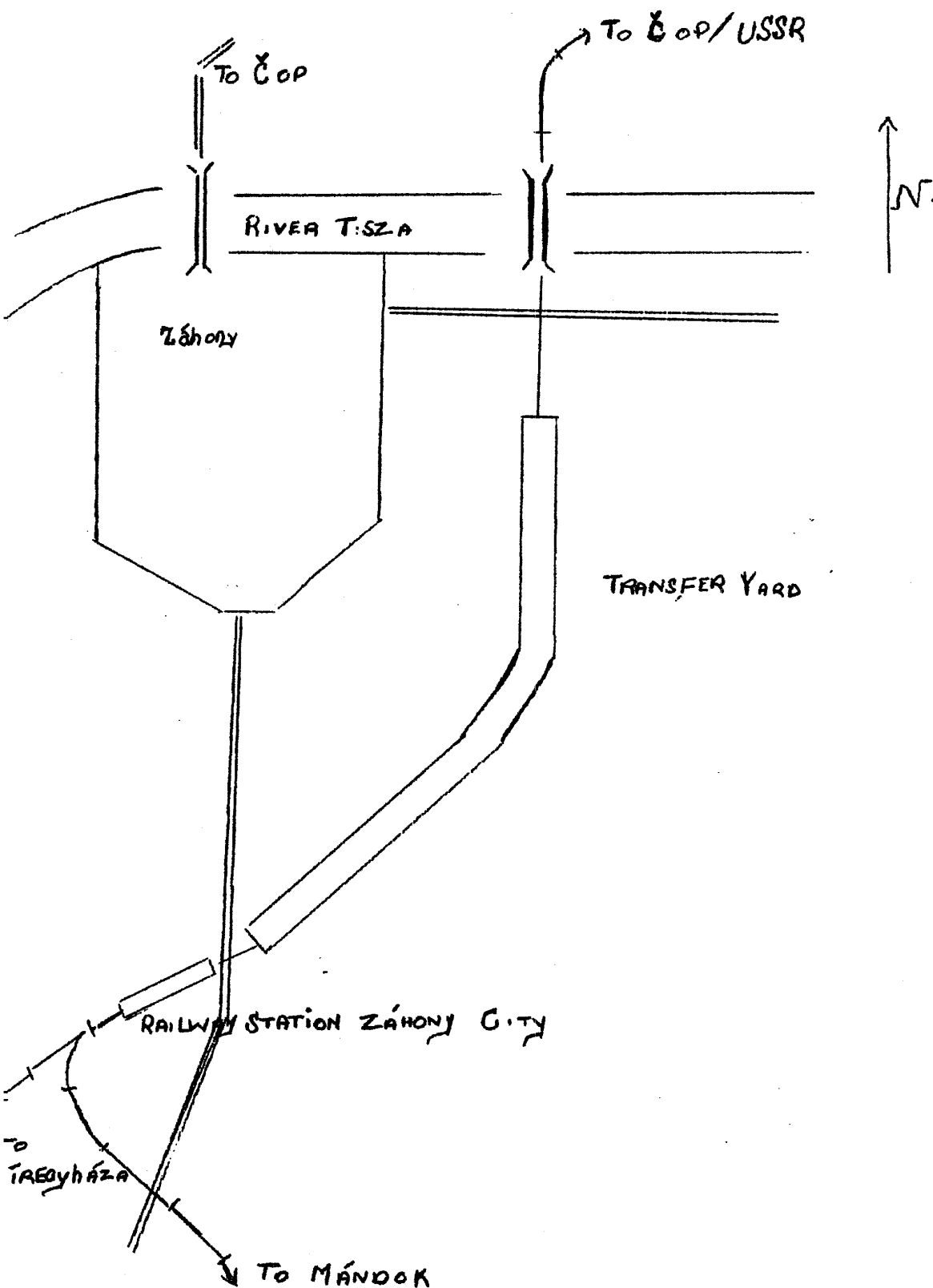
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can be reloaded at Záhony.

3. Conversion of the Hungarian railroad system to Soviet broad-gauge tracks is not contemplated. For switching technical reasons, broad-gauge is now being built into the stretch from Záhony to Tiszabezéd, so that three lines will run parallel to each other. The fill is complete and laying of rails began in November.
4. The line Budapest (East Railway station) Nagykovács-Szolnok is not yet rebuilt as a two-track line. The substructure was put in order to Győr and presently work will begin at Nagykovács. The second track between Szolnok and Páspökladány is still not in use. Traffic on the line to Záhony is not heavy and was, in general, not more than 50 percent of the maximum time table. The trains follow each other in an interval of two hours.

- Encl. 1. General situation of the railway station Záhony, 1 page
2. Map of the transfer yard of Záhony, 1 page
3. Map of the reloading hall at Záhony, 1 page

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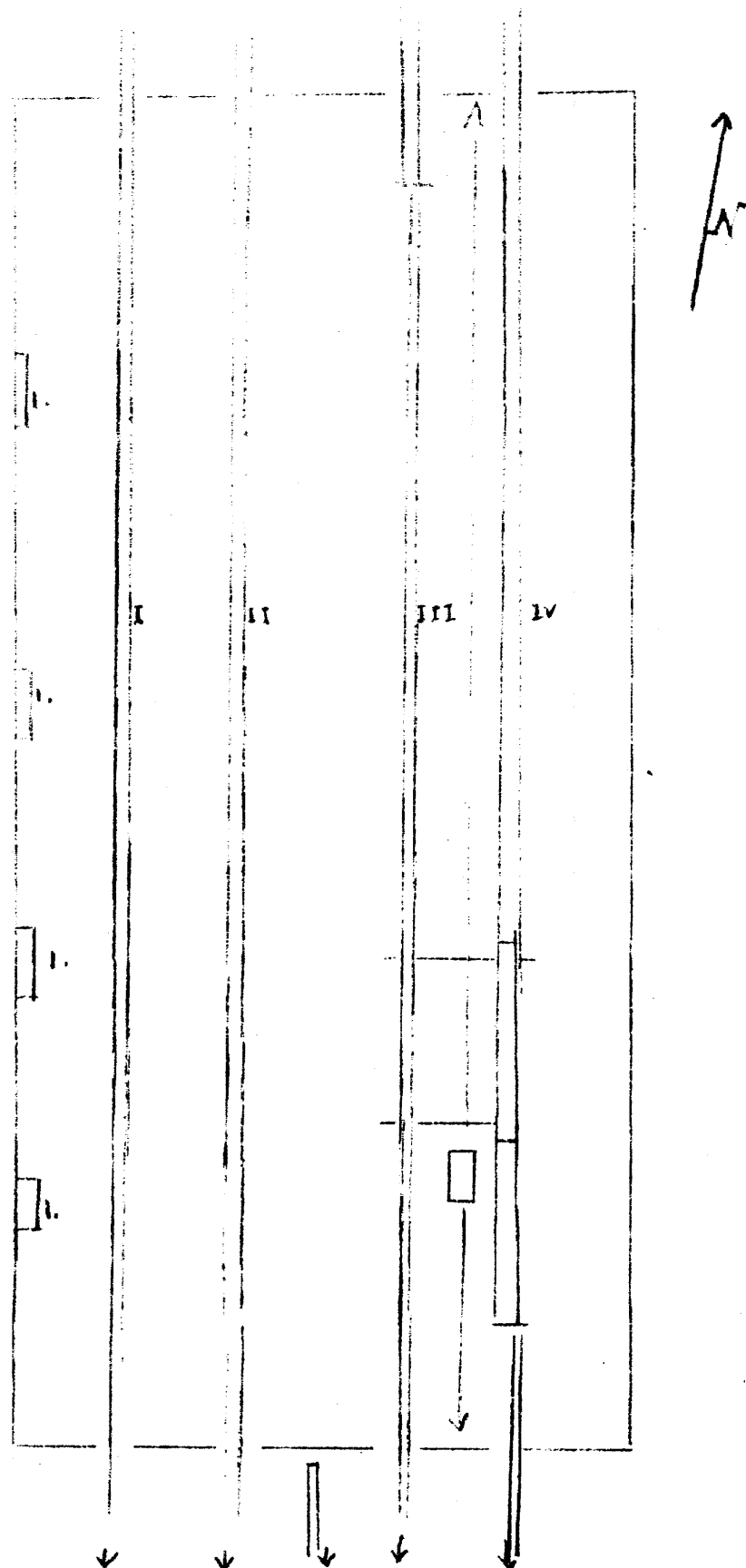


GENERAL SITUATION OF THE
RAILWAY STATIONS - ZÁHONY (HUNGARY)

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Attachment 2

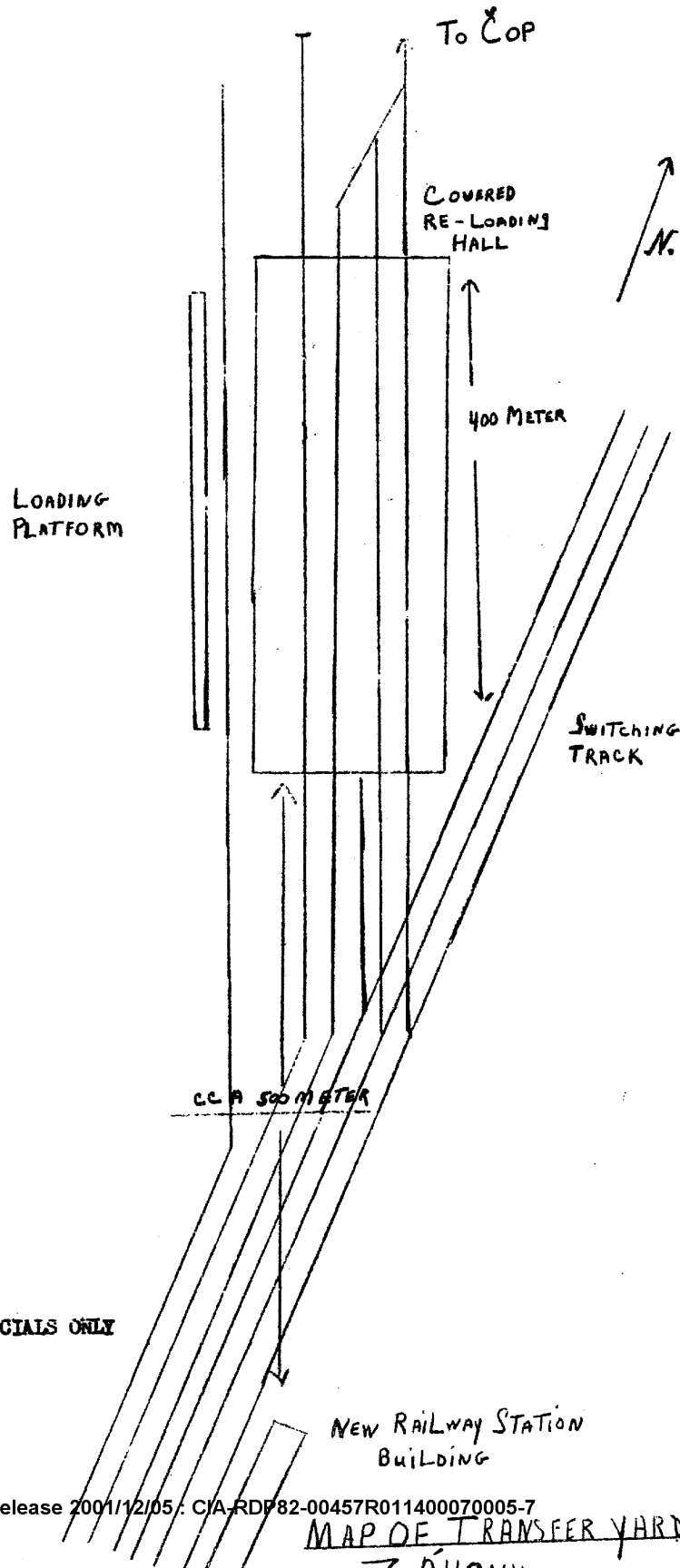
Exit to Čop



PLAN OF THE RELOADING

HALL OF THE RAILWAY
STATION ZÁHONY

Attachment 3



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FURTHER TO RAILWAY
STATION ZAHONY - CITY

MAP OF TRANSFER YARD
ZAHONY